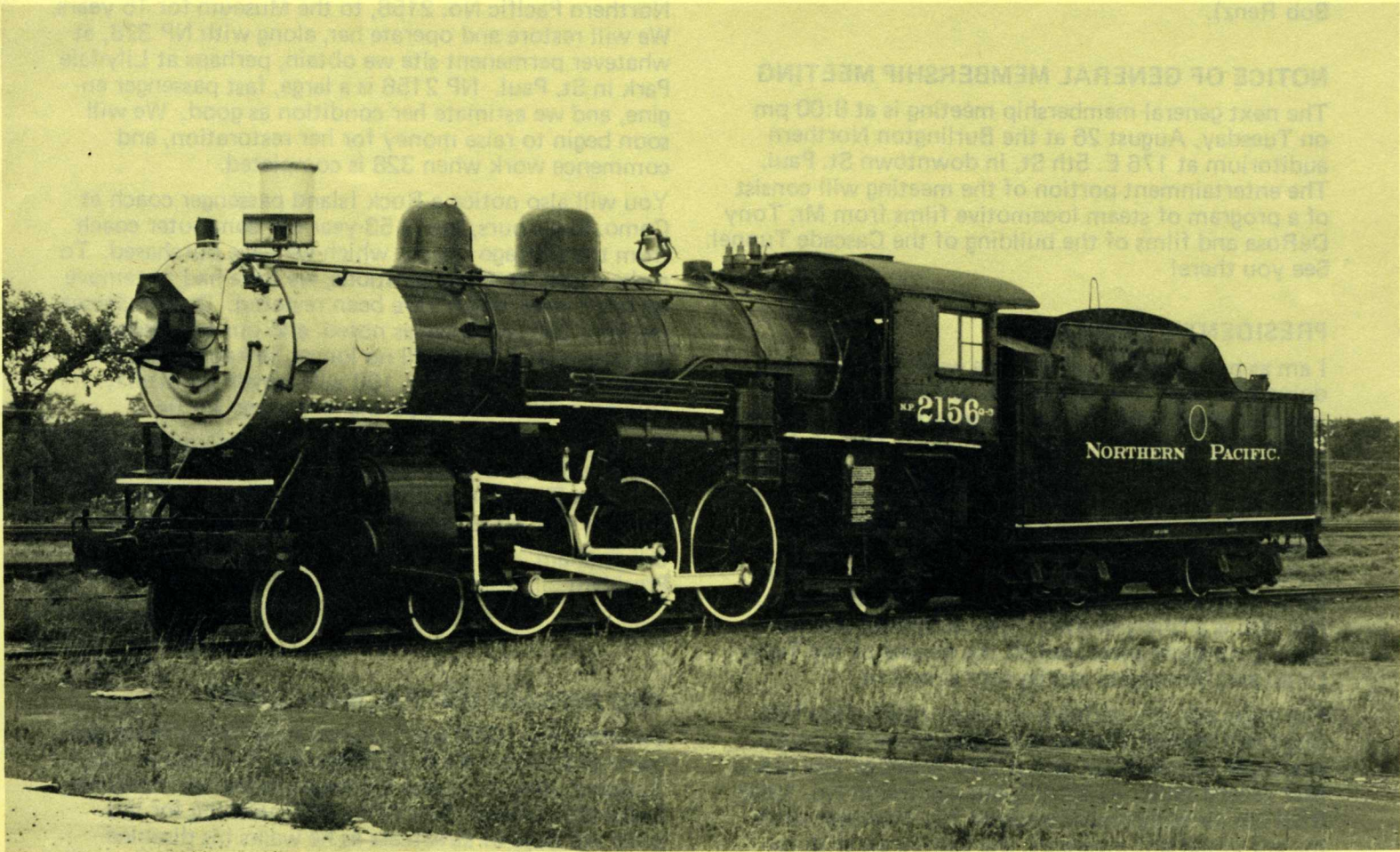
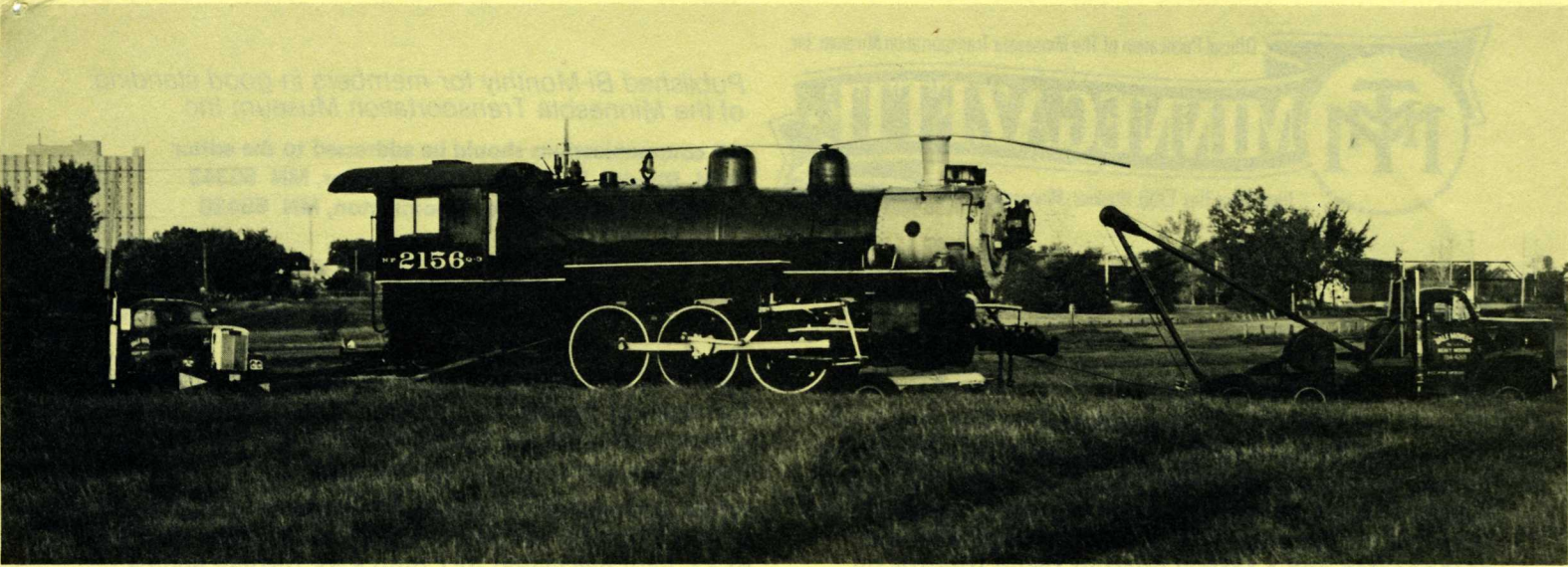
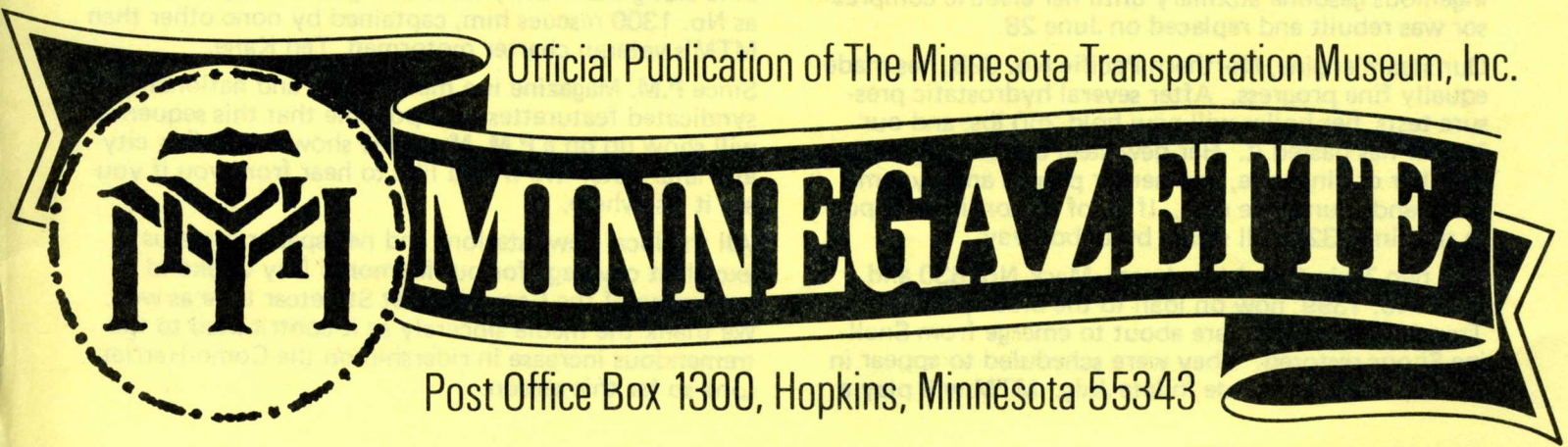




Official Publication of The Minnesota Transportation Museum, Inc.



Post Office Box 1300, Hopkins, Minnesota 55343

ABOUT THE COVER

Ex-Northern Pacific 4-6-2 steam locomotive No. 2156, a fixture at Como Park Zoo in St. Paul for many years, arrived at Como Shops at 6:00 am on Thursday, July 17 (upper photo) after a four-hour trip along a mile of deserted city streets. The next day, the tender was reconnected and a formal portrait taken (photos by Bob Renz).

NOTICE OF GENERAL MEMBERSHIP MEETING

The next general membership meeting is at 8:00 pm on Tuesday, August 26 at the Burlington Northern auditorium at 176 E. 5th St. in downtown St. Paul. The entertainment portion of the meeting will consist of a program of steam locomotive films from Mr. Tony DeRosa and films of the building of the Cascade Tunnel. See you there!

PRESIDENT'S MESSAGE

I am as proud as ever of the fine work MTMers are doing this year. We have had excellent turnouts for two and sometimes three work sessions each week at Como Shops, and our projects show it. Duluth Street Railway No. 265 is in the final assembly stage and will arrive at Lake Harriet almost on the advertised. Her new airbrake system works like a Swiss watch and makes all the right sounds. She soon will carry a complete set of original, like-new seats. In a short time, we will have our second streetcar for Como-Harriet. No. 265 is a finely-crafted, fully authentic and functioning museum piece, which the people of the Twin Cities and Minnesota can be very proud of.

For insomnia, try taking a streetcar ride before bed. The Lake Harriet Trolley is headed toward a record passenger count so far, about 20% ahead of last year's near record tally. At age 72, our old friend No. 1300 fried her air compressor on June 13. However, with the aid of patient members, she carried on with an ingenious gasoline auxiliary until her electric compressor was rebuilt and replaced on June 28.

Our steam engine, Northern Pacific No. 328, has made equally fine progress. After several hydrostatic pressure tests, her boiler will now hold 250 lbs, and our insurer has passed it. Her new steel cab exactly matches her original one, and her air pumps and dynamo work and sound like new. If all of us continue to put in the time, 328 will steam by Labor Day.

Our two Twin City Lines buses, Mack No. 630 and GMC No. 1399, now on loan to the Metropolitan Transit Commission, are about to emerge from Snelling Shops restored. They were scheduled to appear in the Aquatennial Parade in late July. MTM will play a

part in MTC's 10th Anniversary Observance to be held the week of September 14 - 20. Our restored buses will be operating for the public, and our streetcar (perhaps streetcars) will be featured.

When you notice two steam locomotives at Como Shops, don't be alarmed. They're both ours! The City of St. Paul has leased its Como Park display engine, Northern Pacific No. 2156, to the Museum for 15 years. We will restore and operate her, along with NP 328, at whatever permanent site we obtain, perhaps at Lilydale Park in St. Paul. NP 2156 is a large, fast passenger engine, and we estimate her condition as good. We will soon begin to raise money for her restoration, and commence work when 328 is completed.

You will also notice a Rock Island passenger coach at Como. She's ours, too, a 53-year-old commuter coach from the Chicago region, which we have purchased. To make room for these additions, we have had to remove certain pieces which have been restored. Duluth Street Railway 265 will leave as noted, and our two buses, previously at Como, will no longer be kept there. In addition, Dan Patch No. 100 will remain on display at Duluth until we find a permanent home for her.

There is lots of fun for us yet to have. If you have a relation or friend who loves trains, bring him or her out to Como Shops or to Lake Harriet. We have the real thing, and it takes human hands to make them run.

Bill Graham
President

1300 APPEARS ON "P.M. MAGAZINE"

Streetcar No. 1300 was featured on a four-minute segment of Channel 4's **P. M. Magazine** TV program on Tuesday, June 3. It was a comedy sequence involving a stranded bicycle rider who, while wishing for the good old days of streetcars as he walks his disabled bike along the heavily-wooded right-of-way, is "saved" as No. 1300 rescues him, captained by none other than MTM's veteran charter motorman, Ted Kane.

Since **P.M. Magazine** is a mix of local and nationally syndicated featurettes, it is possible that this sequence will show up on a **P.M. Magazine** show in another city at a later date. We would like to hear from you if you see it elsewhere.

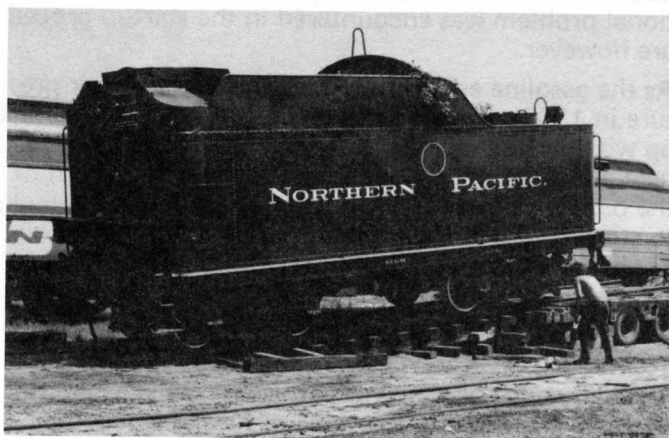
All the local news stations and newspapers gave us excellent coverage for our Memorial Day weekend reopening of the Como-Harriet Streetcar Line as well. We thank the media sincerely as it contributed to the tremendous increase in ridership on the Como-Harriet Line so far this season.

EX-N.P. STEAM LOCOMOTIVE NO. 2156 ARRIVES!

In the early morning hours of Friday, July 18, ex-Northern Pacific steam locomotive No. 2156, a Pacific type 4-6-2, was rolled into the MTM restoration shops at the Burlington Northern's Como Shops complex. The engine is leased to MTM by the City of St. Paul for 15 years for restoration and operation for the public.

After about a quarter of a century of being on display at the St. Paul Como Park Zoo, it was moved by Dale Movers Inc. over one mile of city streets on rubber-tired dollies to the Como Shops. After the loco was lowered down on the tracks at the sand blasting shed at Como, the tender was reconnected and No. 2156 was introduced to our MTM Plymouth Series M diesel loco of about 25 tons. After a couple of low speed "hits", No. 2156 rolled free on track for the first time in a long time.

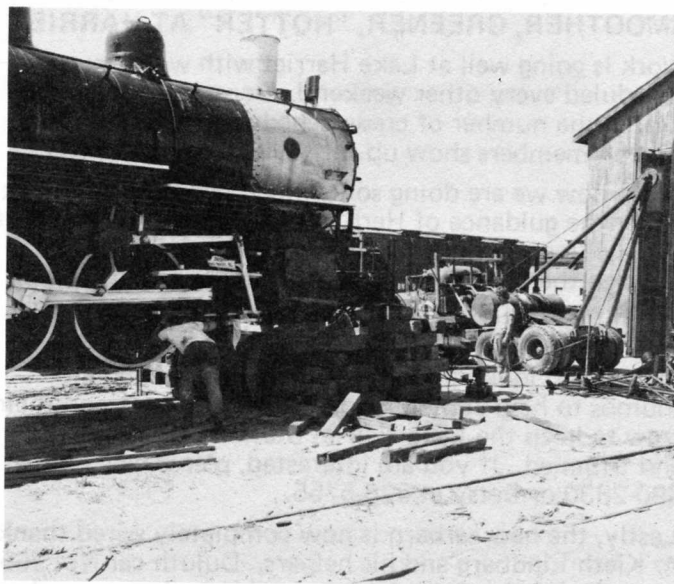
After about a quarter of a mile of movement towards our shop, No. 2156 was rolling so freely, that its momentum rolled it and the Plymouth down the track. This, with all the running gear attached. Even the pistons managed to pump air in the cylinders. Restoration will begin as soon as we secure the monies necessary and we finish a few of our other projects at the shops.



No. 2156's tender rolls down onto home rails at Como Shops after an early morning ride from Como Park Zoo aboard a flat bed trailer truck. The tender preceded the engine by a few days (photo by Bill Graham).



No. 2156, aboard a cascade of rubber-tired dollies, prepares to leave Como Park at 2:00 am on Thursday, July 17 to beat the rush hour traffic (photo by Bob Renz).



Late Thursday morning - at Como Shops, No. 2156 is positioned directly over the rails with its front end blocked up to permit the truck dollies to be removed.



Friday morning, July 18 - MTM's Caterpillar D8 bulldozer is used as a "deadman" as the truck winches No. 2156 down onto the rails (both photos by Bob Renz).

NEWS FROM THE COMO SHOPS

Work continues on Northern Pacific No. 328 with the steam-up date hopefully in August. Duluth streetcar No. 265 will be moved to the Como-Harriet Streetcar Line within the next month and we hope to place it in operation for the public this season.

Our plans for the fall and winter restoration sessions include the finishing details on No. 328, restoration of Twin Ports parlor car No. 1084, restoration of our new Rock Island commuter car No. 2604, and finishing details on N.P. Triple Combine No. 1102 and the Plymouth diesel loco. There will be plenty for all to do, and most projects will be in a heated car, so winter cold won't overwhelm us. Come on out and see how enjoyable a restoration project can be.

Scott Heiderich, V.P.,
Vehicle Restoration

SMOOTHER, GREENER, "HOTTER" AT HARRIET

Work is going well at Lake Harriet with work crews scheduled every other weekend. Because of the reduction in the number of crews scheduled, it is important that all members show up for their respective crews.

Right now we are doing some much needed track work under the guidance of Herb Pinske, MTM's track expert. You will notice the improvement as you ride No. 1300 through the Glen and around the archery range curve. Track work requires muscle so again, please show up when scheduled.

We are also looking for MTM members with green thumbs to help Judy Sandberg, Betsy Snyder, and their crew to keep the Lake Harriet Station garden weeded and trimmed. If you are interested, please call Judy at 890-2830 or Betsy at 926-5755.

Lastly, the new carbarn is now completely wired thanks to Kieth Lindberg and his helpers. Duluth car No. 265 was scheduled to have been moved into the new carbarn from Como Shops by the time you read this issue of the Minnegazette.

Respectfully,
George K. Isaacs, V. P.,
Construction and Maintenance

1300 RUNS ON GAS-POWERED AIR

Streetcar No. 1300 ran off of a "pacemaker" for two weeks in June when the car's regular air compressor motor burned out.

Smoke was seen rising from the motor during a charter run on the afternoon of **Friday the 13th** in June. Since an inspection could not be made until Saturday, MTM had to cancel the regular revenue service scheduled that night, and Saturday as well as the inspection detected a serious motor problem.

The rare CP21 motor and air compressor unit was removed and the motor taken to Electric Motor Specialists, Inc. in Blaine to have the armature rewound, brushes replaced, and other repairs made. Meanwhile, emergency steps were taken to return car 1300 to service quickly.

A rented 8-hp gasoline engine and air compressor unit was mounted on MTM's 4-wheel utility cart and towed behind the streetcar to supply air through a ¼-in. rubber tube to the air tanks beneath the car. Air recovery on the car seemed as good as 1300's own compressor unit so this system worked well. The setup was similar to the electric power supplied to car 1300 before the installation of overhead wire in 1973. The car had been "goat-free" since then. No. 1300 resumed service at about 3:00 pm Sunday, June 15 (2½ hours late) and still carried over 1,000 eager passengers before dusk.

Operation of the car required special handling. The wheels on the cart had the deeper railroad-style flanges on it. The frogs in the switch on the siding at 42nd St. had the welded shallow streetcar grooves in it. As a result, the cart hopped a bit as it went through the switch. If car 1300 went through the switch too fast,

the cart could derail. Going too fast in reverse would have been worse as a derailment could have resulted in destruction of the cart by 1300 running over it. Needless to say, all operators backed the car and goat across all switches slowly.

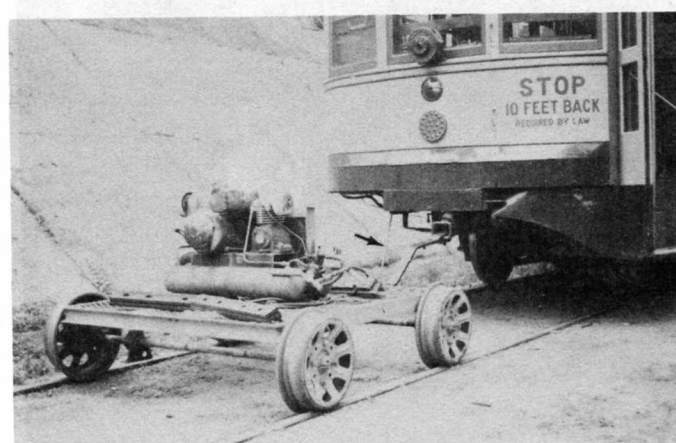
Another important function of this emergency was to keep the gas tank full. Simply put, when you're outa gas, you're outa air - and brakes!

Putting the car in the barn at night also required special procedures. Our old 56-foot carbarn was too short to accommodate the entire setup, and the new 60-foot carbarn was not ready (no overhead). Car 1300 was backed into the old carbarn until the cart nearly touched the back wall. The curved metal wheel chocks were temporarily removed during this emergency. The tow bar was then disconnected. The 23-ton streetcar then was pushed by hand about two feet more to the rear, overlapping the cart. Still not enough. The fender (cowcatcher) also had to be unhooked and slid aside the car in order to shut the front doors.

To take the car out, the procedure was reversed. Fortunately, the track in the barn is level so the car could be pushed rather easily in either direction. One additional problem was encountered in the startup procedure however.

As the gasoline engine was started to build up air pressure in 1300's air tanks, the little carbarn quickly filled up with carbon monoxide fumes. When the air gauge read about 35 psi, the car was moved part way out of the barn into fresh air with just enough air in the tanks to stop it. The car could only be moved part way out of the barn as the track starts downhill about 20 feet beyond the front doors. There the car sat until the gauge read its normal 55/60 psi.

The rebuilt CP21 motor was reinstalled on Saturday, June 28 and it was business as usual. Once again, this incident pointed out the value of having a backup streetcar on the Como-Harriet Line. Duluth No. 265 will be a welcome addition indeed. We want to thank the many crews who operated No. 1300 during this emergency situation in order to meet the demands of the public who depend on our daily summer schedule.



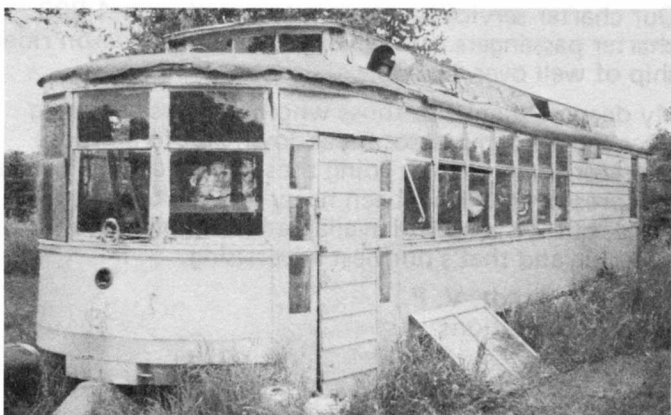
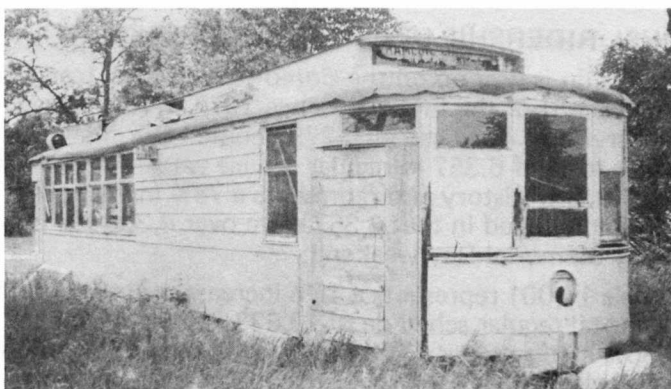
Return of the "goat" - 1980 style - this time supplying air instead of electricity. Arrow points to air hose. (photo by Fred Rhodes)

MTM INSPECTS EX-TCRT CAR NO. 1508

Twin City Rapid Transit Co. built over 1,200 cars in its own shops for both Twin City Lines and Duluth-Superior Transit. Of these, most were scrapped, but over 200 cars (mostly steel-sided) were sold outright (minus trucks and controls) in 1953 and 1954 to private parties for various uses. Many could be seen sitting in fields from highways in this area for years. One was next to the highway as far away as Mandan, North Dakota. As MTM searches for a possible "cherry" still out in the woods awaiting easy restoration for future museum use, it is clear now that probably none exist in such a shape. Known possible candidates can be counted on one hand.

It was this hope that drew some MTM members up north to Danbury, Wisconsin on June 21 to inspect TCRT steel-sided car No. 1508. Hopes were high as reports indicated that the car was as in as good of shape if not better than car No. 1496 now in Como Shops.

Car 1508, built in 1912, was removed from service in 1953 and sold to Transportation Sales, Inc. which in turn sold it to a farmer near Danbury who probably paid the going rate of \$395 for it including delivery. The car was used as a workshop, but no changes were made to the inside of the car. Most seats were still in place. Two of the three destination sign boxes still had their St. Paul roll signs - a tattered **Hamline-Cherokee** in front and **Grand to Snelling** on the "gate" side. The exterior of the car was painted with a preservative silver paint. No. 1508 was a coal-heated car. The bin beneath the car still was half full with coal!



Front and rear views of ex-TCRT steel-sided streetcar No. 1508 near Danbury, Wis. (photos by Fred Rhodes).

Despite the addition of heavy roofing material on the car, however, water damage to the side roofs and window posts was severe. The floor had started to buckle. All in all, it was determined quickly that car 1508 was beyond practical restoration.

The new owner of the property wants to remove the "eyesore". MTM has decided to strip useful parts from the car - seats, brackets, brass fixtures, clerestory windows, red roof deck windows, destination signs, rare pipe fittings, bell buttons, good interior roof panels, etc. - later this summer as the owner plans to scrap the car this fall. The rear bulkhead numberboard containing "1508" was removed and brought back to be set up in a future MTM museum someday.

The above scene has been replayed many times over the years, often with disappointment, but occasionally with the return of such cars as Duluth 265, Mesaba 10, and TCRT 1496. The number of known "restorable" streetcars decreased by one as No. 1508 was crossed off the list, but we keep on looking.

T.R.A.I.N., A.R.M. CONVENTIONS COMING UP

Two national organizations of which MTM is a member, the Tourist Railway Association Inc. (TRAIN), and Association of Railway Museums Inc. (ARM), will hold their annual conventions this fall at two of the finest operations in the country.

ARM's get-together will be at the **Branford Trolley Museum** in East Haven, Connecticut on October 11-12-13. Branford has a collection of over 95 "trolley" vehicles, with more than a dozen in operation, and will put on a fine group of seminars of value to all museum members.

TRAIN's convention will be at the **Strasburg Rail Road** in the town of Strasburg which is in the Dutch country of southeastern Pennsylvania on November 7-8-9-10. Besides putting on the usual fine TRAIN seminars, the Strasburg Rail Road has five fine steam engines with probably three under steam for the meeting. Their five miles of track goes through some of the loveliest country of the east.

There are, of course, many other fine railway attractions close to both convention sites that could be included in a visit east. Certainly the whole family could enjoy themselves in either area while the "rail nut" attends the convention if you are looking for a good family vacation location.

For further information on these fine conventions, please contact Scott Heiderich, 1966 Portland Avenue, St. Paul, MN 55104, phone (612) 645-3333, or contact the host organizations directly.

NEW 1102, 1300 BROCHURES AVAILABLE

Two new brochures, an all-new N.P. Triple Combine No. 1102, and a revised Como-Harriet Streetcar Line brochure are available. They are being handed out to visitors when they board the cars. Samples are included with this Minnegazette. Brochures will be prepared for other pieces of equipment upon completion of restoration.

4th ANNUAL STREETCAR COMPANY PICNIC

Circle Sunday, September 28 on your calendars and make plans to attend the 4th Annual Streetcar Company Picnic at Lake Harriet from 1:00 until 5:00 pm. The picnic area again will be in front of the carbarns.

Last year, the center of attraction at the picnic was the new carbarn. This year, the focal point will be Duluth Street Railway No. 265, newly-arrived from Como Shops after seven years of painstaking restoration by MTM volunteer members. The car is more than 99% restored and awaits your most thorough inspection. With any luck, we may even be able to ride it!

Master chef Scott Heiderich and his crew once again will char-broil hamburgers, tube steaks, and bratwurst to your perfection on the open grill. All food and refreshments is provided by MTM so just bring yourselves. Any donations to help defray expenses, however, will be cheerfully accepted.

Last year, over 125 MTM members and family attended the picnic making it **the** MTM social event of the year. What with cooler weather, fall colors, and free streetcar rides, what better way to spend a sunny September afternoon! This is the perfect event for all MTM members to meet one another and to renew old acquaintances.

To avoid food or beverage shortages, we must insist on reservations. Please call either Betsy Snyder (926-5755) or Judy Sandberg (890-2830) with the number of people in your party. To assure enough seating, please bring your own lawn chairs. The ladies are also welcome to bring along a salad.

To make this picnic thoroughly nostalgic and to relieve traffic congestion in the carbarn area, we ask that you park at Lake Harriet Station or, for maximum enjoyment, park at Lake Calhoun Station and ride the "electric highway" the full mile to the picnic grounds. Since the next issue of the Minnegazette is not scheduled to reach members until the first week in October, this constitutes the only notice of the picnic. Make your reservations now and see you at the picnic September 28 as we welcome No. 265 to the Como-Harriet Line!



MTMers pushed this new Duluth-Superior Transit Co. GM RTS-series bus back onto the roadway when it's reverse gear failed. MTM chartered this bus while inspecting the Lake Superior Transportation Museum's new railroad line as part of the 3rd Annual MTM/Amtrak train trip to Duluth on May 3 (photo by Loren Martin).

OPENING OF LAKE SUPERIOR & MISSISSIPPI RR

Hats off to the Lake Superior Transportation Club, The Lake Superior Museum of Transportation, and the City of Duluth for a well-executed opening of a new tourist railway. On July 5 - 6, Transportation Club members, operating equipment of the Lake Superior and Minnesota Transportation Museums, carried nearly 2,000 passengers. The line is an abandoned segment of the Lake Superior and Mississippi Railroad, a forerunner of the St. Paul & Duluth way back in 1870.

The train consisted of the Lake Superior Museum's Messabe, Grand Trunk and SP&S heavyweight coaches, its Northern Pacific caboose, and a loaned Burlington Northern lightweight coach. Their Air Force 44-ton diesel pulled the train eastbound, while MTM's Dan Patch Line No. 100 pulled it westbound, an interesting variation on Chicago commuter operation. Dan Patch acquitted himself very well, pulling the equivalent of four heavyweight coaches at about 10 miles per hour.

The line is scenically built along the shores of Spirit Lake, and at one point crosses a long causeway in the middle of the lake. Since MTMers saw the line last May during our Amtrak outing, a contractor has made some much needed improvements in line and grade. The track is in good enough condition for limited museum operation, and more improvements are planned.

The Transportation Club plans to operate for the public again on Labor Day weekend. MTMers are cordially invited to attend.

Bill Graham

CHSL RIDERSHIP UP 35% THROUGH JUNE

Ridership is way up on the Como-Harriet Streetcar Line this year. For the first time since 1977, MTM ran regular service in April carrying 275 people. Our May passenger total of 6,357 in regular service was the highest in our 10 year history and represents a 78% increase over 1979. Included in that 6,357 were over 4,300 for the 4-day Memorial Day weekend.

June's 11,001 represents a 15% increase over 1979 and our total regular schedule of 17,633 represents almost a 35% increase over 1979 (our second biggest year) and falls behind only 1972 in terms of passengers carried.

Our charter service has grown, too, with over 1,800 charter passengers through June for a total season ridership of well over 19,000.

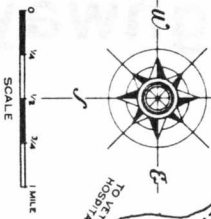
My deepest thanks to those who helped us get going after the air compressor breakdown and to all those operators who kept us going those two weeks. The gas compressor may have been noisy and looked out of place, but we were still available for anyone who wanted a ride and that's our best advertising.

John Prestholdt, V. P.,
Vehicle Operations

INSIDE BACK COVER

A map of the St. Paul streetcar and bus system as it appeared in the telephone directories in about 1950.

FOR STREET CAR INFORMATION
CALL CEPA 7381
INFORMATION DESK



ST. PAUL STREET CAR & BUS SYSTEM

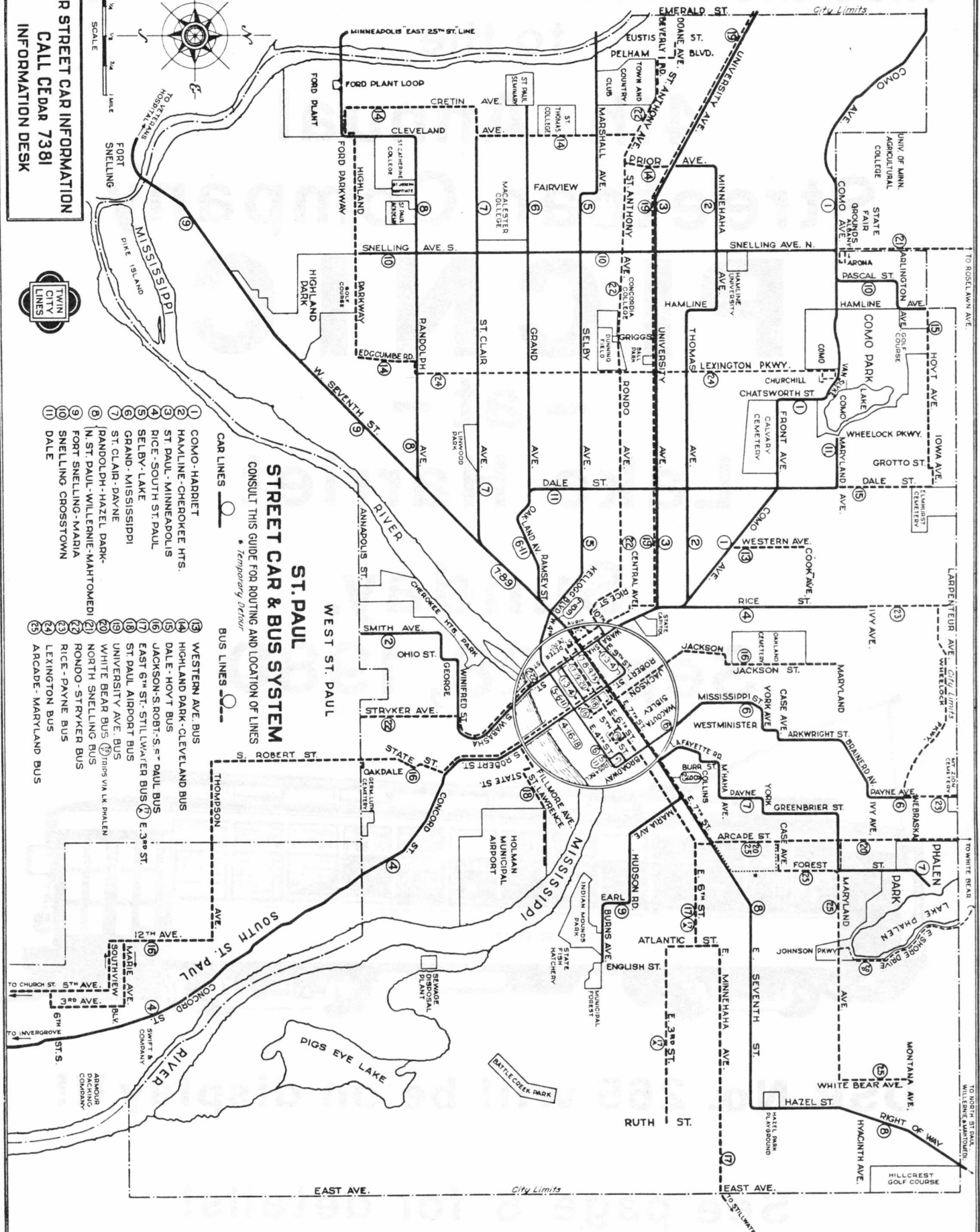
CONSULT THIS GUIDE FOR ROUTING AND LOCATION OF LINES
Temporary Detour

CAR LINES

BUS LINES

- 1 COMO - HARBRIET
- 2 HAMLINE - CHEROKEE HTS.
- 3 ST. PAUL - MINNEAPOLIS
- 4 RICE - SOUTH ST. PAUL
- 5 SELBY - LAKE
- 6 GRAND - MISSISSIPPI
- 7 ST. CLAIR - DAYNE
- 8 RANDOLPH - HAZEL DANK
- 9 N. ST. PAUL - WILLEPINE - MAHTOMEDI
- 10 FORT SNELLING - MARIA
- 11 SNELLING - CROSTOWN
- 12 DALE
- 13 WESTERN AVE. BUS
- 14 HIGHLAND PARK - CLEVELAND BUS
- 15 DALE - HOYT BUS
- 16 JACKSON - S. ROBT. - S. C. PAUL BUS
- 17 EAST 6TH ST. - STILLWATER BUS
- 18 ST. PAUL AIRPORT BUS
- 19 UNIVERSITY AVE. BUS
- 20 WHITE BEAR BUS
- 21 NORTH SNELLING BUS
- 22 RONDON - STRYKER BUS
- 23 RICE - PAYNE BUS
- 24 LEXINGTON BUS
- 25 ARCADE - MARYLAND BUS

CITY OF MINNEAPOLIS



**Ride the modern "Electric Highway"
to the**

**4th Annual
Streetcar Company
PICNIC**

**- at -
Lake Harriet
Sunday,
Sept. 28, 1980**



DSR No. 265 will be on display !!!

See page 6 for details!



MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - **Please credit the *Minnesota Streetcar Museum* and provide our URL www.trolleyride.org** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!